

# Wayne Avenue Bridge No. M-162 -- No. 500202

Category            **Transportation**  
 Agency            **Public Works & Transportation**  
 Planning Area    **Silver Spring**  
 Relocation Impact   **None.**

Date Last Modified  
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 Required Adequate Public Facility

January 10, 2001  
**NONE**  
**NO**

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY00	Remain. FY00	Total 6 Years	FY01	FY02	FY03	FY04	FY05	FY06	Beyond 6 Years
Planning, Design and Supervision	282	0	0	282	0	71	211	0	0	0	0
Land	10	0	0	10	0	5	5	0	0	0	0
Site Improvements and Utilities	145	0	0	145	0	0	145	0	0	0	0
Construction	890	0	0	890	0	178	712	0	0	0	0
Other											
<b>Total</b>	<b>1,327</b>	<b>0</b>	<b>0</b>	<b>1,327</b>	<b>0</b>	<b>254</b>	<b>1,073</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	437	0	0	437	0	76	361	0	0	0	0
Federal Aid	890	0	0	890	0	178	712	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides funding for the rehabilitation of the Wayne Avenue Bridge over Sligo Creek. The work includes the removal and replacement of the superstructure. The existing abutments and pier will be used with some modifications and repairs to these substructure units. The new deck will provide a 47-foot roadway, one 5-foot sidewalk on the south side plus an 8-foot bike path on the north side. An additional 5-foot extension of the bike path on the north side will be constructed in the future to match the 13-foot wide Silver Spring Green Trail project. The 5-foot extension will be accommodated by reducing the width of the roadway from 47 to 42 feet. The superstructure construction will be done in phases to maintain two lanes of traffic open during the bridge rehabilitation.

### Service Area

Silver Spring and Vicinity Area.

### Capacity

The current ADT is 17,200 with approximately five percent trucks and buses. Upon completion of this project, the existing posted weight restriction and closure of the outside west-bound lane will no longer be necessary.

### JUSTIFICATION

The existing bridge, built in 1960, is a 74-foot two-span structure carrying a 48-foot roadway. The bridge consists of an asphalt pavement on pre-stressed concrete beams supported on concrete abutments and a concrete pier. The 1997 Bridge Inspection Report describes large depressions and pavement failure between the two west-bound lanes, indicating deterioration of the concrete deck beams. The bridge's superstructure was inspected again in April 1999, and the inspection determined that five of the pre-stressed concrete channel beams were in critical condition. Subsequently, the outside west-bound lane of the bridge was closed to traffic, and the number of lanes was reduced from four to three toward the center of the bridge thus removing traffic from critical beams on each end of bridge. The bridge is currently posted for 20,000 lbs.

### Plans and Studies

The M-NCCPC master plan designates Wayne Avenue as an arterial road.

### Cost Change

Not Applicable

### STATUS

Final Design Stage

### OTHER

The scope of work and schedule are new for FY02. Design cost for this project is included in the Facility Planning: Bridges project.

### FISCAL NOTE

Construction and construction management costs for this project are eligible for up to 80 percent Federal funding.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY02	(\$000)
Initial Cost Estimate		1,327
First Cost Estimate		
Current Scope	FY02	1,327
Last FY's Cost Estimate		0
Present Cost Estimate		1,327
Appropriation Request	FY02	1,327
Supplemental		
Appropriation Request	FY01	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY99	0
New Partial Closeout	FY00	0
Total Partial Closeout		0

### COORDINATION

M-NCCPC  
 Department of Permitting Services  
 Maryland Department of the Environment  
 WSSC  
 PEPCO  
 Bell Atlantic  
 Maryland State Highway Administration  
 Federal Highway Administration

### MAP

See Map on Next Page